





## Intimations.

## AFONG,

PHOTOGRAPHER,  
by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to

H. I. H. THE GRAND DUKE ALEXIS  
OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB,  
HAS on hand the Largest and Best  
collection of Views of China, Pho-  
tographs Albums, Frames, Cases, &c., of  
assorted sizes. Ex S. S. Radnorshire a  
supply of very handsome Easel Albums of  
Russia and Velvet Covers, assorted sizes.  
Illuminated Albums for Portraits. Tobacco  
Pouches, in Shape of Skulls, Rats, &c.,  
and a nice choice of Gilt Mountings for  
Frames, &c.  
Hongkong, March 28, 1877.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

HAKNAH LAW, British ship, Captain R.  
Grelg.—P. & O. S. N. Co.  
HIZRONIMUS, British brig, Capt. T. A.  
Koch.—Landstein & Co.

ROBT. HENDERSON, British barque, Capt.  
John J. Gunn.—Vogel, Hagedorn & Co.  
BROWN BROTHERS, American ship, Capt.  
D. S. Goodell.—P. & O. S. N. Co.  
MARCELESS, American ship, Capt. John  
C. Dawes.—Douglas LaPraik & Co.  
VISCONTI MACDONF, British 3-m. scho'ner,  
Capt. Wm. Wright.—Borneo Co., Limited.  
CORINNE, British barque, Captain Wm.  
Robertson.—Wielser & Co.

JOTUN, Norwegian ship, Capt. P. Hauff.  
—Melchers & Co.  
LEADING WIND, American ship, Captain  
F. M. Hinkley.—Meyer & Co.

CHARLOTTE ANDREWS, British barque,  
Captain George Place.—Rosario & Co.  
LOUISA, German 3-m. schooner, Captain  
H. Schierloh.—E. Schellhaas & Co.

JALO, Russian ship, Capt. C. F. Moberg.  
—Order.

MARIE LOUISE, German barque, Captain  
D. Davidson.—Wm. Pustau & Co.  
MAY, British 3-m. schooner, Captain L.  
Plunzier.—Olyphant & Co.

ANNE S. HALL, American 3-m. schooner,  
Captain C. H. Nelson.—Douglas LaPraik  
& Co.  
ETNA, British bark, Captain Braithwaite.  
—Arnhold, Karberg & Co.

E. M. YOUNG, British barque, Captain  
R. McMillen.—Gillman & Co.

## To-day's Advertisements.

OCCIDENTAL & ORIENTAL S. S.  
COMPANY.

## NOTICE.

CONSIGNERS of Cargo by Steamship  
GALLIC, are hereby notified that  
their Goods are being landed and stored at  
their risk in the Company's Godowns at  
West Point, from whence delivery can be  
obtained upon countersignature of Bills of  
Lading.

Goods remaining unclaimed after the 16th  
Instant will be subject to rent.  
No Fire Insurance has been effected.  
G. B. EMORY,  
Agent.

Hongkong, July 10, 1877. jy17

## PIANO TUNING, REPAIRING, &amp;c.

LADIES and GENTLEMEN Desirous of  
having their PIANOS REPAIRED  
by the Undersigned, will please oblige with  
early orders, as he is about to Return to  
SHANGHAI.

Orders may be left with Messrs LANE,  
CRAWFORD & Co., or Messrs GAFF & Co.  
A. HAHN.

Hongkong, July 10, 1877. au10

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ,  
ALEXANDRIA, PORT SAID, NAPLES,  
AND MARSEILLES;

ALSO,  
PONDICHERY, MADRAS, CAL-  
CUTTA AND BOMBAY.

ON SATURDAY, the 21st July,  
1877, at Noon, the Company's S. S.  
ANADYR, Commandant MOREAU,  
with MAILS, PASSENGERS, FREIGHT,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Cargo will be received on board until  
4 p.m., Specie and Parcels until 3 p.m.  
on the 20th July, 1877. (Parcels are  
not to be sent on board; they must be left  
at the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

Hongkong, July 10, 1877. jy21

## SHIPPING.

ARRIVALS.  
July 10, Ambato, British steamer, 67d.  
Brown, Saigon July 8, Rice.—A. MAUG.  
HEATON.

July 10, Gaelic, British steamer, 171d.  
Wm. H. Kilday, San Francisco June 9, and  
Yokohama July 8, Mails and General.—  
P. & O. S. N. Co.

July 10, Chiribita, British steamer, 78d.  
Piang, Saigon July 4, Rice.—OHLER.

July 10, Rodrick Bay, British barque,  
from Whampoa.

DEPARTURES.  
July 10, Danube, for Bangkok.

July 10, Tania, for Yokohama.

July 10, Pitho, for Shanghai.

July 10, Alalania, for Shanghai, &c.

July 10, Brown Brothers, for Pudget Sound.

July 10, St. Anne, for Newchwang.

July 10, Hieronimus (brig), for Tientsin.

July 10, Friedrich Parthen, for Nicolajefsk.

## CLEARED.

Corinne, for Newchwang.  
Yaso, for Coast Ports.  
Pitho, for Whampoa.  
Fernower, for Saigon.  
Osaka, for Bangkok.  
Fleetwing, for New York.  
Lorne, for Yokohama and Hogo.  
Washi, for Hothow.  
Ocean, for Foochow.

## PASSENGERS.

ARRIVED.  
Per Gaelic, from San Francisco, Messrs  
G. B. Emory, and J. Y. V. Shaw, and 133  
Chinese.  
Per Charlton, from Saigon, 21 Chinese.

DEPARTED.  
Per Tania, for Yokohama: Hon. J.  
Gardiner Austin; from Marseilles, Mr and  
Mrs Pollard, Messrs Isaac and Sabach-  
nikoff; from Naples, Messrs Myosin and  
Kavassima.

Per Pitho, for Shanghai: from Mar-  
seilles, Col. Lee, Messrs Meyer and  
Sentance; from Galle, Mr Fowle; from  
Saigon, Messrs Michael and Vidau.  
Per Danube, for Bangkok, 140 Chinese.

Per Brown Brothers, for Pudget Sound,  
7 Europeans.

TO DEPART.  
Per Fernower, for Saigon, 1 European.  
Per Fleetwing, for New York, 1 Euro-  
pean.  
Per Washi, for Halphong, 50 Chinese.

## SHIPPING REPORTS.

The British steamer Ambato reports:  
First part moderate variable winds and  
heavy rain, latter part calm and cloudy.  
The O. & O. S. S. Gaelic, Capt. W. H.  
Kilday, left San Francisco June 9th at  
noon, had light variable winds to the  
Meridian, thence fresh S.W. and West to  
arrival at Yokohama on the 1st July. Ex-  
perienced thick fog off the coast of Japan,  
had to lay to for 11 hours waiting for it to  
clear off, left Yokohama at 7 p.m. on the  
2nd July, experienced light winds and  
calm at 1 p.m. Signalled German barque  
Frederick on the 8th inst., in Lat. 23.27 N.  
Long. 120.17 E. July 6th 9.30 a.m. re-  
ceived the crew of six men from a disabled  
Liu Kiu junk.

## CARGO.

Per S. S. Monalua, Hongkong to London,  
sailed 8th July, 1877.—184,741 lbs. Canton  
Congon, 204,048 lbs. Canton Sa. Or. Pekos,  
228,267 lbs. Canton Scented Capes, and  
55,445 lbs. Canton Scented Capes, and  
10th. From Swatow, 25,764 lbs. Colong and  
2,362 lbs. Congon. 100 pkgs. Waste Silk,  
241 pkgs. Matting, and 284 pkgs. Sun-  
dries.

## POST OFFICE NOTIFICATIONS.

MAILS will close:—  
For YOKOHAMA and HOGO.—  
Per LORNE, at 9.30 a.m. To-morrow,  
the 11th inst., instead of as pre-  
viously notified.

For SWATOW, AMOY & FOOCHEW.—  
Per YESSO, at 11.30 a.m., on Wednes-  
day, the 11th inst.

For STRAITS SETTLEMENTS.—  
Per THALES, at 3.30 p.m. To-morrow,  
the 11th inst., instead of as pre-  
viously notified.

For SAIGON.—  
Per FLINTSHIRE, at 5 p.m., on Wed-  
nesday, the 11th inst.

For STRAITS SETTLEMENTS AND  
CALCUTTA.—  
Per VENICE and ARRATOON AP.  
CAR, at 2.30 p.m., on Saturday,  
the 14th inst.

## MAILS BY THE ENGLISH PACKET.—

The English Contract Packet CATHAY  
will be despatched with the Mails  
for Europe, &c., on SATURDAY, the  
14th inst.

The following will be the hours of closing  
the Mails, &c.:—

Friday, 13th inst.—  
5 p.m., Money Order Office closes.  
6 p.m., Post Office closes except the Night  
Box, which remains open all night.

Saturday, 14th inst.—  
7 a.m., Post Office opens for sale  
of Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m., Post Office closes except for Late  
Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with  
Late Fee of 18 cents extra  
to Postage till

11 a.m., when the Post Office CLOSSES  
entirely.

11.30 a.m., Letters (but Letters only)  
addressed to the United Kingdom  
may be posted on board the Packet with  
Late Fee of 45 cents extra postage,  
till

11.50 a.m., when the Mail is finally  
closed.

Hongkong, July 2, 1877. jy14

MAILS BY THE TORRES STRAITS PACKET.—

The Contract Packet CATHAY, will be  
despatched from Hongkong on SATUR-  
DAY, the 14th inst., with Mails for  
Singapore, Somerset, Cooktown, Cleve-  
land Bay, Bowen, Keppel Bay, Bris-  
bane, Sydney, Tasmania, New Zea-  
land, and Melbourne.

Correspondence cannot be Registered after  
10 a.m.

The Mails will be closed at 10 a.m. Late  
Letters, 10 to 11.

Correspondence for Southern Australia can  
be sent by this route if desired, but  
as a general rule it is better to send  
it via Galle.

Hongkong, July 8, 1877. jy14

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet GALLIC  
will be despatched on TUESDAY,  
the 17th inst., with Mails for  
Japan, San Francisco, and the United  
States; which will be closed as fol-  
lows:—

4 p.m. Registry of Letters ceases.  
2.30 p.m. Post-Office closes.

2.40 p.m. Correspondence for Japan the  
United States or Union Coun-  
tries only may be posted on  
board the Packet with Late  
Fee of 12 cents extra Postage  
until

2.50 p.m. when the Mail is finally closed.  
Hongkong, July 9, 1877. jy17

## POST OFFICE NOTIFICATIONS.

MAILS BY THE FRANCH PACKET.—

The French Contract Packet ANADYR,  
will be despatched from Hongkong  
on SATURDAY, the 14th inst., with  
Mails for and through the  
United Kingdom and Europe, via  
Marseilles; to Saigon, Singapore,  
Batavia, Galle, Pondicherry, Ma-  
dras, Calcutta, Bombay, Aden, Suez,  
and Alexandria.

The following will be the hours of closing  
the Mails, &c.:—

Friday, 20th inst.—  
5 p.m., Money Order Office closes. Post  
Office closes except the NIGHT BOX,  
which remains open all night.

Saturday, 21st inst.—  
7 a.m., Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late  
Letters.

11.10 a.m., Letters (but Letters only)  
may be posted on payment of a  
to Late Fee of 15 cents extra postage,  
until

11.30 a.m., when the Post Office CLOSSES  
entirely.

Hongkong, July 6, 1877. jy21

## Shipping Intelligence.

The following is corrected from the latest  
London and Colonial Papers:—  
VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From. Remarks.

Dec. 22, Sophie, New York

Feb. 26, Carlitz, Cardiff (Brst Feb. 23)

18, Malpu, Cardiff

28, Janet Ferguson, Glasgow v. S'pore

Mar. 2, Parosco, Cardiff

8, Kheirve, Antwerp

8, Pligrim, Cardiff

15, Antwerp, London

15, George Orosow, Cardiff

17, D. MCB. Park, Sunderland v. S'pore

—Astrea, New York

19, Victoria, Swansea

19, C. W. Cochrane, Liverpool

19, Cygnus, Cardiff for Canton

20, Springfield, Cardiff

20, Warrior, Cardiff

20, George, Cardiff

20, Birling (s.), Cardiff

20, May Queen, Cardiff

20, Scindia, London

27, Fortuna (s.), Antwerp

20, Commissary, London

Apr. 8, Rota, Cardiff

8, Sydenham, Cardiff

7, Kalsow, London

10, St. Elmo, Cardiff

10, Adolph, Hamburg

10, Galatea, Cardiff

11, Benefactor, New York

11, Woodhall, Antwerp

11, E. S. Sandford, Cardiff

13, Vega, Hamburg

13, Penzance, Antwerp

14, Antipodes, Penarth

14, Titan, Penarth

May 8, Staghound, Liverpool

4, James Shepherd, London

7, Woodville, Hamburg

11, David, Antwerp

11, Naworth, Antwerp

11, Papillon, Newcastle (N.S.W.)

11, Peruvian, Liverpool

12, Ohando, Cardiff

12, Alaira, Melbourne

15, Meteor, Hamburg

15, Sophia, Liverpool

16, Ferdinand Brumm, London

16, Meteor, Hamburg

19, Melusine, Penarth

19, Oneida, London v. Cardiff

19, Hesperia (s.), Deal

20, Martha Jackson, Penarth

26, Alexandra, Liverpool

27, Kate Carnie, London

28, Patroclus (s.), Liverpool

30, C. R. Bishop, Falmouth

30, Clara, Cardiff

30, Citarum, Penarth

Dec. 27, Undine, London

Feb. 28, City of Aberdeen, London

Mar. 3, Caller Out, Cardiff

10, Sir Lancelot, London

15, Coldstream, New York

24, Wigton, London

28, Isle of Erin, Greenock

Apr. 6, Corea, London

6, Messenger, New York

10, Saracen, New York

10, F. B. Watson, New York

15, Strathairn, Cardiff

18, Rachel, Sydney

20, Duke of Abercorn, London

May 2, Goodell, New York

5, Abbey Cowper, London

12, Edward Barrow, Antwerp

19, Norman Court, Gravesend

30, Wyle, London

Mar. 15, Beale Morris, Swansea

20, C. F., Cardiff

27, Maxima, Swansea

Dec. 28, Imo, Greenock

Mar. 7, Alcester, Cardiff (Spk in June)

25, Babylon, Newcastle (N.S.W.)

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Glenroy, Atholl.

Batling Vessels.

Birchalls, Melbourne.

Polly Mendelssohn, Elmsford.

Patrya-Ballagh, Lord of the Isles.

Leander.

At Liverpool.

Steator (s.)

At Glasgow.

Ashmore, Hopewell.

Onolda, Helicon.

At Sydney (for Shanghai).

Scutela.

## General Memoranda.

THURSDAY, July 12.—  
Transfer Books of H. C. & M. Steam-  
boat Co. closed from this date till 25th  
Instant, inclusive.

FRIDAY, July 13.—  
Noon.—General Weekly Sale by Messrs  
Lane, Crawford & Co.  
Goods per Atlantic undelivered after this  
date subject to rent.

Goods per Lorne undelivered after this  
date subject to rent.

SATURDAY, July 14.—  
Noon.—English Mail leaves for Ports  
of Call and Europe.

Noon.—Tenders for Building a Fire En-  
gine. Bids will be received by the  
Marine Storekeeper.

Goods per Pitho undelivered after  
Noon; subject to rent and landing  
charges.

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never be extinguished as long as Turkey holds territory in Europe. For years before the Herzegovinian insurrection broke out, the Russians had by means of agents both in Russia and Bucharest, the capital of Wallachia, engaged in fomenting revolutionary outbreaks amongst the Christian population of the province of Turkey; their efforts brought about partial insurrections, keeping up a smouldering flame between Turk and Christian, and only requiring official Russian interference to fan it into a vast conflagration. Just to show you that these revolutionary risings were not the results of Turkish rule, I may tell you that the Christian population of Epirus, Macedonia and Thessaly, who were treated in precisely the same way as the other Christian populations in Bulgaria and Herzegovina, have remained perfectly quiet since the Crimean war. The many petty revolutions in Bulgaria previous to the great one now popularly called "atrocities," were suppressed without much bloodshed, because the rest of the Turkish Empire was then at peace, and the fanaticism of the Mahometan population had not been aroused. But when came the bankruptcy of Turkey, and the impolicy of its ruler, Sultan Hamid, it seemed a fitting opportunity for the Russians to hasten the dissolution of the Empire. Then follow the Serbian and Montenegrin insurrections, and we all know how many, both officers and men of the Russian army (though still remaining in the service of their Government), were allowed to join the Christian army against the Turks. From these few remarks it is clear to us then that the war going on now is not the result of a spontaneous national or religious movement, but is due simply to the action of Russia, working for her own ends, on the natural antagonism between Christians and Turks. Turkey could no longer stand by, and see Russia push herself into the very Government of her country, and so refusing to listen to all the proposals made by the other powers of Europe, and objecting to the demands of Russia, has once more without an ally declared war against Russia.

I now come to the military geography of Turkey in Europe, and will endeavour to explain how far Russia is impeded by the great distance she has to pass over between her own territory and her great object in view. We must presume that the object of the Russian army is to reach Constantinople.

There are two strong and clearly-defined lines of defence before that is reached. The course of the Lower Danube is parallel to the first, and 60 miles South and parallel to that comes the second, the Range of the Balkans, the latter strengthened by the fortress of Shumla, and the position that can be taken up by an army acting on the defensive, the line from Shumla to Varna via Pravadi. Between Kiofeneh, a large town on the Russian frontier line, and where her army was concentrated previous to her advance, and the Danube lies the provinces of Moldavia and Wallachia, which in Dec. 1861 were united under one Prince and Government, and called Roumania; this province is a dependent of the Porte, though a strong ally of Russia. The advance over what might be a great obstacle as such an extensive province as Roumania would naturally be, has of late years been considerably diminished. The railway uniting Kiofeneh with Odessa passed on to Jassy, crossed the Pruth at Skuljane and then passed on via Galatz and Bucharest to Giurgiovo on the Danube. Now we all know what a great advantage it must have been to the Russians to have found a ready-made railway right up to the very position they wanted to occupy. The possession of this line of communication, which the friendly attitude of Roumania secured, materially altered the conditions of affairs which formerly so hampered and delayed the Imperial Commanders. It enables the Russians to rapidly and quietly move their invading army, by its railway, to the point of concentration, and from there, and wounded sent back. The town of Bucharest is a central point from which the Russian Commander can speedily send reinforcements to the advanced army on the Danube by means of the roads which now branch from it to the Danube, such as from Bucharest to Giurgiovo, both by road and rail, also to Oltenita by a good road and also the river Dambowitz, and as you see on the map, it would take but a short time to send reinforcements even to Kalafat to their possession of a railway. The Russian army will have no necessity to leave troops to guard the line of their communications, as the Roumanian army would do that, so we find them arrived on the Danube without any impediment as regards the nature of the country. They leave their line of communications clearly opened in their rear with easy means of making a hasty and regular retreat if necessary.

Now we come to the first serious obstacle to the Russian advance, the River Danube. This river varies in breadth from 800 yards to a mile, is from 60 to 70 feet deep, in many places much less, and the ordinary current runs between two and three miles an hour. In the present day a river is no longer the formidable obstacle it used to be. Our appliances for conveying an army across have much improved of late years, and where a Commander would have hesitated years ago, he would not in the present day. But I must quote the words of a distinguished general of our army, who says "That the Danube possesses more than an ordinary obstacle to an army advancing from the north." I much regret that I am compelled to omit many details that would illustrate its defence, and the natural obstacle it is to an advancing army. The left bank, or that side occupied by the Russian army, is very low and marshy, intersected with water-courses and flooded during the rainy season. You will readily understand the nature of the soil at such a season, when I tell you that in October 1829, when the Russians, after an unsuccessful attempt to take Silistria, raised the siege and retired, and though unopposed, it took 200 men to move a single gun. Another instance descriptive of the difficulty in marching over the country on that side of the Danube. In 1828 the Russians determined and successfully accomplished the passage of the river at Satornovo, to accomplish which they had to lay down several miles of fascines, to enable them to reach the point where the bridge was thrown across. But you must not suppose that that is the present condition of the bank of the river for when it recedes, which it does after the rainy season, it becomes quite practicable for troops to march over, and the Commander in Chief would naturally choose that season to attempt the passage.

The right bank of the Danube on the Bulgarian or Turkish side, on the contrary,

risks abruptly, to the height in some places as much as from 200 to 300 feet, and thus forms along its whole course from Widin, which we might assume will be the Western extremity of hostilities to Braila, on the Eastern side, a natural natural defence, only requiring art to complete an impassable barrier to the advance of Russian forces. How far they have availed themselves of this advantage I will point out later on.

We now arrive at the Province South of the Danube, Bulgaria. This province, which is a vast undulating plain, is badly cultivated, therefore its local supplies must be scarce. The only railway existing is that running from Rusebuck to Shumla, thence to Varna via Pravadi. The roads in this province generally are bad, in the rainy season almost impassable, while in summer the heat is intense, and the water is both scarce and bad. And thus the Turks will find more difficulty in keeping up lateral communications with their advanced army on the Danube, than the Russians. This plain extends as far South as Shumla, which is situated 400 feet above the plain and on one of the many densely-wooded spurs of the Balkan Mountains, a large and now strongly fortified camp, connected with Varna by the fortified post of Pravadi.

This vast plain would alone be a great obstacle to the advance of a Russian army, as it would find the roads destroyed, heat intense, water, at the best of times, scarce, would be found bad, and thus another enemy, namely disease. And should they be unable to advance rapidly over this territory, as they hardly could do, harassed as they would be by the enemy, many hundreds of men would fall victims to disease. Look at the Russian army in 1828 when investing Shumla, through disease it lost more than 10,000 men, and their cavalry horses died at the rate of 100 a day. There is no occasion to look so far back as that; we have only to think how the allied armies of France and England, when encamped on this fatal soil during the commencement of the Crimean War, lost many thousands by the pestilence. The French in particular, for they were encamped near Shumla, and though military medical science has advanced in the present day equally as rapidly as other branches of military science, yet the Russians, should they get as far, must again fall a victim to the fatal climate; so Turkey has this one ally.

We now come to the second line of defence, the great range of the Balkan Mountains. This range is a mass of thickly wooded mountains running East and West, rising from 8,000, to 5,000 feet in height, and is from 15 to 20 miles in breadth. We can easily imagine what a strong barrier this would be to the advance of any army. But I must here quote the opinion of one of the greatest military authorities of the day, Field Marshal Von Moltke, who says "That the difficulty attending the passage of the Balkans lies far more in the paucity and bad state of the roads than in their height or inaccessibility." Now there are seven passes, they are—

1. Shumla to Karabat, by Jalikavak and Dobrolo, called the *Bogaz Pass*, very difficult and easily defended (combining fluvial with mountain impediments).

2. The *Chengia Pass*—From Pravadi, by Kogerikol and Jenikol to Aidos—difficult but successfully used in 1829 by General Rudiger, with the 7th Russian Corps in 9 days. But let me tell you this advance was never impeded. The pass was not defended.

3. The *Coast road* from Varna to Burgas, taken in 1829 by General Roth with the 6th Corps—now impassable to the Russians as the Turks have the absolute command of the Black Sea. In 1829 the Russians had command of the sea.

4. The *Shipka Pass*, from Varna to Kasanlik. In the present day the most practicable, a road having been made in 1836, neither difficult or steep, and easily forced, of course leaving out of consideration the nature of its defence.

5. The *Demir Kapu Pass*, called *Iron Gate*—steep, difficult and almost unexplored, consequently impracticable.

6. The road from Tirnova, or Osman Basar to Kasan, and thence to Karabat, very difficult.

7. The *Lozatz Pass* to Tartar Bazarjik, almost impassable.

I cannot, I am sorry to say draw any comparisons between the present positions of the Turkish army, now drawn up to defend the Balkan passes, and the defence of the same in 1829. And consequently by comparison enable you to see how far the Turks are capable of preventing the Russian advance, presuming the gets so far, as time prevents me. So I must content myself though very reluctantly by simply saying that the passes now are very strongly fortified. Once over the Balkans the advance through Roumelia to Constantinople would be continued along three good roads, namely—

1. From Karabat by Bujuk Derband, or the Grand Passage, to Adrianople, and thence to Tchaatal Burgas.

2. Aidos to Kirk Kilessia, and thence also to Tchaatal Burgas.

3. The coast road. The only serious obstacle then to be met with after crossing the Balkans is the passage of the defile of Bujuk Derband, which is difficult, almost an impossibility, and as this commands the Grand Passage to Adrianople, it would be a serious obstacle, if well defended, to an advancing army, even elated as that of the Russians would be after what would have become a glorious and successful advance. Once at Adrianople, though the Turks would not be so much as they did in 1829, panic-stricken and helpless at the appearance of a Russian army so near their capital, and might offer determined resistance to the advancing Russians, yet I think that ere the Russian army reach, if they are able to, Adrianople, or even no further than to force the Balkans, the Powers of Europe would then interfere and peace would be signed.

I have now arrived at the last heading of my Lecture. The advance of the Russian army, and what preparation the Turks have made to meet it. I will treat with the latter subject first. I have told you in the early part of my lecture that an active part Russia took in the Serbian insurrection, and when from the result, war was imminent between Russia and Turkey the latter took advantage of the armistice, and the title that elapsed between the signing of it and the declaration of war by Russia, in moving all her forces from the Serbian frontier to the Danubian line. Now I am quite unable to regret to say to give you the least information as to the true numerical strength of the Turkish army on the Danube. Up to the present time no information has been received. A dis-

tinguished writer of the present day, and one whom until just before the commencement of hostilities had visited what then was the anticipated seat of war, states that there are not more than 100,000 Turks on the Danube, and what is more that the Turkish Commander-in-Chief, himself does not know the strength of his army. But since then the enrolling of volunteers and a system of conscription has been going on in Constantinople, and the contingent from Egypt has swelled their army to a vast amount. Another change in the policy of the Turkish Government has enabled them to increase their army, that of allowing Christians to join. Now do not suppose that these Regiments hastily formed as they are, will be not much better than raw recruits, requiring months of training before they take the field far from it. For every Turk, and more especially those living in garrison towns, are all in possession of arms and well practiced in the use of them. The advantage of that policy has enabled them within a short time to increase their army by 200,000 men; and it would not be unnatural to suppose that 200,000 Turks now line the Turkish side of the Danube. Whilst pointing out the strength and position of the Turkish Army, I shall endeavour to give you an idea of the Turk as a soldier, by relating how they conducted themselves in the presence of their enemy, then as now, the Russians, in 1829-30, whenever I get an opportunity. Amongst the many fortresses on the Danube the most important are Widin, Rusebuck, Silistria, and Brailov, or as the latter is generally called Ibraila. The latter stands on the left or Russian bank, while the remainder are on the Turkish side. The two fortresses of Widin and Rusebuck are strengthened by detached-point on the opposite sides of the river at Kalafat and Giurgiovo. Unlike the Campaign of 1829, these earthworks are now unoccupied by the Turks, and are thereupon unable to send out harassing parties to harass the enemy, and also the strong fortress of Brailov is unoccupied by the Turks. Why the Turks have contented themselves with patiently awaiting the arrival of the Russian instead of attempting to destroy at least the railway running from Bucharest to Giurgiovo, I am unable to say. All these forts I have mentioned have of late been much strengthened; but the Turks have unquestionably shown great inactivity in placing their fortresses in a complete state of defence. I must not dwell long on this subject, and will merely state that at the commencement of hostilities the Turks were strongly entrenched at Widin, Florentina, Arzer, Palauker, Rahova, Nicopol, Slatova, Rusebuck, Turtakol, Silistria, Tchernovoda, Hirsova, Matchin, Isakoli and Tuelchta, and likewise had strongly fortified the Island of Kala Balina; thus we find her defending the whole line of the Danube, and she is further strengthened by the assistance of gunboats and monitors, which, though exposed to that fearful weapon, a torpedo, they can harass the Russian forces, and are always able to retire out of range of the batteries by running into the many creeks and under shelter of the numerous islands between Matchin and Tchernovoda. I have marked the position of the two armies on the map by means of colored flags. The Red Army, Black Russians; the positions as they are now, represent the present position, as far as the latest information we have received by telegram, but I wish to point out to you the positions of the two armies before the commencement of hostilities.

Now let us see how Turkey has defended her important strategic points. Shumla has ever been considered as the main bulwark against Russian invasion. It had successfully withstood all Russian attacks in 1774, in 1810, and again in 1828-29 it never was taken. This strong and generally considered impregnable entrenched camp stands 800 feet above the plain. It is protected on three sides by a chain of wooded hills, while the fourth is defended by a continuous line of works carried along the outer ridge of the plateau and abutting at either end on precipitous heights. This line consists of earthworks with a deep but narrow ditch, and its length is about 8,000 paces, 500 yards in advance of the fortified front a chain of redoubts are extended across the plain. A line of trenches runs from Shumla to Pravadi, thence to Varna, and so connects two of the strongest fortresses of the Turkish army, now drawn up to defend the Balkan passes, and the defence of the same in 1829. Here let me refer you to the opinion of Von Moltke, Turk as a soldier, and will also give you some idea of the strength of Varna, last of their gallant defence of Varna, lasting 89 days in 1828, he says that, "That defence only begins with a Turk where it ends with any other troops." And in the same campaign 1829, when General Diebitsch threw 26,000 Russians, between Shumla and Pravadi, and there out of the Grand Vizier from the remainder of his forces at Shumla, and the Turks though they fought resolutely to cut their way through when driven back, a panic seized them and they fled, the greater part of that Turkish army found its way back to Shumla; and then Von Moltke says "A Turkish army is not easily destroyed, it is only dispersed. With the defence of the Balkans I have little to add to what I have previously told you. A distinguished general which I have before quoted from says "that without the sea the Russian army could never have reached the Balkans in 1829." Now give thought and energy have been given to the defence of these passes, and where nature had left off, art has taken up the thread and completed it. We might almost look at the pastures of the Balkans as impossible. The Turks know have undisputed command of the sea, thus their right flank is enormously strengthened, and is in a position to seriously threaten the left flank of the Russians. The left flank of the Turks we must suppose to be secure from any flank attack on the part of the Russians. The fortress of Widin, which it would be hardly an assumption to suppose would never fall before the Russian guns, secures her left flank. I have very briefly pointed out the positions occupied by the Turks, and how far she had prepared herself at the commencement of hostilities.

Now for the Russian army. Long before the declaration of War by Russia, the Grand Duke Nicholas had himself at the head of 274,000 infantry, 12,800 cavalry, and 245 guns, concentrated at Kiofeneh, a town on the Roumanian frontier. An army well equipped in every sense of the word, fine men, fine horses, a force three times as strong as had ever advanced before against Turkey. As soon as war was declared, rapidly and quietly this fine army was pushed forward along the line of railway and by the road almost parallel to it. Their plan of operations was thin to concentrate nearly 600,000 men on the left

bank of the Danube, in two attacking lines; the advanced line was to consist of the 7th, 8th, 11th and 12th Corps d'Armées, and the 9th which was originally destined for the defence of the South Coast, this running from Otokoleh to Akerman, was sent to reinforce both the 1st and 2nd lines. The latter consisted of the 4th, 13th, and 14th Corps d'Armées. It will be interesting perhaps if I tell you the component parts of a Russian Corps d'Armées. It consists as follows:—2 Infantry Divisions; 1 Cavalry Division; 1 Brigade of Artillery of 18 guns.

A Division of Infantry consists of 2 Brigades, each Brigade of 3 Battalions each. A Division of Cavalry:—One Regiment of Dragoons, one Regt. of Uhlans, one Regt. of Hussars, one Regt. of Don Cossacks, and in all 36,000 men.

So that, according to this statement, the Russians ought to have had at the commencement of hostilities 280,000 men ready to force the passage of the Danube. But I will a little way on show you how this was not the case, and what a vast difference it has made to the Russians the loss of the command of the Black Sea. The Line of the Danube from Slatova to Rahova was held by the 9th Corps d'Armées, from Slatova to Oltenita by the 12th, from Oltenita to Hirsova by the 8th, and the 7th and 11th Corps occupied Braila and Galatz respectively; the 2nd line were in reserve, their positions I am unable to give. The 13th Corps d'Armées I must tell you is what is called 1st Reserve, and follows the Army of operations; I presume this Corps d'Armées would furnish troops for the front wherever required, and therefore would be kept up to its full strength. The Commander-in-Chief of the Russian Army, the Grand Duke Nicholas, knowing that the state of the river at the time he commenced his advance would not be practicable for some weeks, wisely took up his positions without haste, and was determined not to commence the passage of the river until every man was at his assigned post. Thus we find the Russian Army taking up its allotted position in splendid condition and without a single casualty. The Roumanian Army, which then had hardly more than 30,000 men, undertook the defence of the *leve desepes* at Giurgiovo and Kalafat, and the earthworks thrown up at Oltenita, previous to the arrival of the Russians, and I believe I cannot conceive how the Turk should have allowed so insignificant an army to hold those three places, instead of sending a strong force and occupying these earthworks, and even destroying the railway between Bucharest and Giurgiovo, the great importance of which I have before pointed out, perhaps the knowledge that they had no means of bridging the river was the reason for this inaction; but they ought to have had: we do not hear of a single pontoon train being with the advance posts of the Turks, or indeed at all attached to their army. There would have been no difficulty in their crossing in common boats, as the inhabitants of this part of the river are fishermen, and consequently boats must have been procurable, and they would not have been harassed by an enemy, as even supposing the Roumanians had issued from these entrenched posts, which is exceedingly unlikely, their retreat would have been covered by their fortresses at Rusebuck and Turtakol. Giurgiovo is most favourable for the Russians at which to operate, as the river is shallow, the banks on both sides are low and easy of access, that the passage at this point would be considerably easier than at any other, and the Turks with their natural parapet no longer here to help them, actually allow, or rather never attempted to destroy, a railway running from Bucharest, the very centre of the Russian army, and from which overwhelming re-inforcements can be sent to the most vulnerable point in their whole line of defence along the river. Had the Turks destroyed it, look at the time that it must have taken to repair it, and consequently the loss of time this would have caused in the concentration of the Russian forces at this point. For they must advance in one direct line, they cannot as in 1828 leave a fort in their rear unsecured, as was the case with Silistria, and had they caused this delay in the Russian army, the consequences might have been most serious, for every day brings them nearer to the rainy season, and unless she advances and gains some decisive advantage before the rainy season commences, she will never be allowed to retire in winter quarters in the Northern bank of the Danube again. I do not think her exchequer would permit the extension of the campaign into a second year, and now look at the enormous cost it must be supplying such an army at such a distance from its frontier. The blow must be struck decisively and quickly, and to gain that let us see how far Russia has been successful. We have seen that this favourable opportunity for checking the Russians is past and gone. We find them therefore relieving the Roumanian troops at Giurgiovo and Oltenita, and taking up their allotted positions along the whole of the North side of the Danube in two attacking lines. The Roumanian army have now passed westward and are concentrated at Kalafat, with what object I will explain presently; their numbers by this may have increased to nearly 60,000. Early in June we find the headquarters of the Grand Duke advanced as far as Crotoceni, a suburb of Bucharest, for then the neutrality of Roumania prevented Russian troops from occupying or even passing through its capital, Bucharest. Now it is very different, Roumania has declared her independence, and we shall shortly hear of the Prince declared King. I am mentioning this as it will be of vital and serious importance, to Russia should this happen. With such rapidity and precision did the Russian troops move that at the appointed time we find the Russians commencing a general bombardment along the whole line of the Danube. The information we receive prevents us following in detail the advance of the Russian army, for such it has now become—and the telegrams can of course but briefly say what actually has happened. Now, we are told the Russians crossed the Danube with parts of their 7th and 11th Corps d'Armées at Galatz and Ibraila. Whether the Turks made much resistance we are not clearly informed; I should presume not, as the Russian advance down the Dobrudzha will be over the worst description of country, but up as it is with deep and precipitous water courses, the local supplies likewise being scarce. No doubt the Turks now steadily retiring before them, will endeavour to check them on the line of railway between Tchernovoda and Rusebuck. Then we hear of the passage of the Danube successfully accomplished at Hirsova, again without opposition, and now we know that not only have they crossed at Slatova, but their headquarters are actually there; then another telegram informs us of their advance and repulse at Silistria, and also that Russian infantry have reached

Tirnova; how this could have been accomplished, exposed as they are to the mercy of a large force which could easily be sent against them, is unaccountable. I heard it accounted for by one for whose opinion I have the greatest respect, "that they were born there!" I hardly think that this can be true. Even the passage at Slatova and their immediate advance without waiting for the general success of the whole line, would hardly cause more than ordinary anxiety to the Turkish Commander-in-Chief, as he could attack them with an overwhelming force. The advance of the Russians must be spontaneous along the whole line to be successful. I see this morning that a telegram was received stating the defeat with heavy loss of the Russians and their retreat upon Slatova. It is a vast and fully anticipated; the Russians made a fatal error in not advancing with support from both their flanks, and this can only be accomplished by the successful passage of the Danube by the Russians along its whole line. So now the Russians are again back at Slatova and no doubt will be vigorously attacked by the Turks who would cause fearful havoc in the Russian army could they compel them to re-cross. So this is the present position of the contending armies.

I must, even at the risk of hazarding your kind patience, point out to you, why as I stated above the Russian Army is not 280,000 strong on the Danube. It will interest my sailor audience especially. We know that the Turks, are in undisputed command of the Black Sea, and owing to the active part taken by the Fleet, and the rapid way they appear at the different Russian ports, in some cases bombarding them, and in others landing troops and successfully attacking the Russian flanks in Asia Minor, other times landing troops and assisting in the insurrection of the Christians against their rulers, and thus drawing off Russian troops from their main army to suppress these risings, and owing to the daring on the part of the Navy, the inhabitants at Odessa and along that coast tremble lest the Fleet should come and bombard their great port, and also their great Naval Arsenal at Nikoliev. Thus part of the 13th Corps d'Armées have been recalled from the Danube to defend the coast line from Akermann to Ochakoff. For the same reason part of the 14th Corps d'Armées have been withdrawn to defend the Crimea, and suppress the revolutionary feeling now existing among the Tatars. So we see the original force intended for the Danube has been much reduced. Now just a few words about the Roumanian troops concentrated at Kalafat. Presuming that the Russians are victorious on the Danube, that they are able to make Slatova untenable to the Turks, this army crosses the river there, together with the Russian force assembled there, marches thence on to Sophia, is here joined by 30,000 Servians, who are long to take up arms against Turkey, and declare her independence, then this combined army numbering no less than 100,000 men would advance along the road via Philippopolis and Adrianople; these joined by the advancing Russians then go on to Constantinople. But that will be done at the cost of Russia finding herself exposed to another enemy and Turkey strengthened by an ally, I mean Austria. I will not strengthen my statement by any remarks. I feel I have encroached on your generous patience already, though I am sorry I could not say a few words about the war going on in Asia Minor. I sincerely trust I have been successful in explaining the leading incidents in this great question, and as I have endeavoured to do so as simply as I could for the benefit of the sailors and soldiers, those who were not as well informed as I was on the subject will have, I hope, derived some information and interest in this war.

## NEWS BY THE AMERICAN MAIL.

The O. & O. S. Gaelic brings files from San Francisco to June 9th, from which we take the following items:—

London, June 6.—The *Times* in its leading article, says—So far as can be judged, the fortune of war will be adverse to the Turks. The operations may not have the overmastered and must succumb in the end. This catastrophe Europe will accept. No nation will go to war again to support that which cannot be supported. No real statesman will cling to a dead element in a system, instead of looking for its living forces. We know that we must seek for that which is to replace the falling Power. To this we cannot too soon direct our attention. Count Von Moltke regards Russia's chances as steadily improving, in consequence of the extraordinary negligence and lack of foresight of the Turks.

A despatch from St. Petersburg says: Prince Gortschakoff's note to Lord Derby, of which Count Sobouvaloff is the bearer, states that the Czar does not want any territorial increase in Europe, but only the independence of Roumania and Servia. He demands a cession of Armenia from Bayazid to the coast, but not including Erzeroum.

A special possession of the heights in the rear of Giurgiovo, and opened fire upon the enemy. The accuracy of the Turkish fire was remarkable. The boats were destroyed by it, and it seems evident that they have some gunners of other than Turkish extraction directing their cannon.

London, June 6.—The Bath and West-England Society's Centenary was celebrated to-day. At Widdcombe the suspension bridge fell, and about 200 persons were precipitated 30 feet into the river Avon. Twenty dead bodies have been recovered; and it is feared that others perished. Many were injured.

Bath, June 6.—From 100 to 200 persons, mostly well-to-do farmers, were upon the toll bridge leading from the railway platform when it fell. It was a light wooden structure, about thirty feet long and thirty to forty feet high; without centre support. It snapped in the middle, and the ends were wrenched clean off, when the whole mass plunged into the stream, which was about seven feet deep. The work of rescuing is going on.

Bath, June 6.—Evening.—It is now estimated that about twelve persons were killed and fifty-one injured, some fatally, by the fall of the Widdcombe bridge.

Paris, June 6.—At a meeting of Suez Canal shareholders to-day, M. de Lesseps announced that ten votes were secured to the English Government.

London, June 9.—On the 23d Gen. Grant will dine with the Prince of Wales. This will be the grandest entertainment of Gen. Grant's visit, in point of the rank of the guests. The dates of the dinners with the Queen, and with Earl Derby are not fixed. Earl Beaconsfield's dinner has been declined, on account of other engagements. The ex-

President takes precedence at every entertainment of all others but the Royal Family. Gen. Grant will leave London on the 27th of June, and will probably go to Paris.

A CLEVER, to a young lady from the country who was kindly asked for stockings instead of hose, "what number do you wear, Miss?" She looked at him in an instant with ineffable scorn, and then replied, "I wear two, sir. Do you think I am a centipede?"

A CURIOUS item in the military estimates of the greater military Powers of Europe is the sum now set down annually for the providing and maintenance of a certain number of pigeon-breeding establishments and houses. The large German fortresses of Cologne, Metz, Mayence, Strasbourg, and others are all supplied with a complement of pigeons, and in France great efforts have been and still are being made to ensure that there shall be a good stock of these birds in every garrison town. The idea which had been frequently mooted of utilizing carrier pigeons as the bearers of military despatches was first worked out in practice during the investments of Paris and Metz in the late Franco-German war. So vigilant was the watch kept by the Germans over all the approaches leading into the fortress, that in fact no other messengers could enter the beleaguered towns. Balloons could leave the cities, and passing high in the air over the investing lines, deposit their burdens in the open country; but aeroplanes are not yet sufficiently developed to allow the reverse operation to be carried out. Pigeons, however, could be trusted, under certain easily fulfilled conditions, to return with all speed to their homes; and, consequently, numbers of them were taken out of Paris in balloons, to be subsequently laden with despatches, with which they then returned to the capital. At first the messages were tied round the necks to the pigeons; but it was found that, when this was done, many of the birds returned without their despatches, having probably got rid of them themselves during their flight. The plan was therefore adopted of reducing the despatches, by the aid of photography, to the smallest possible dimensions, and enclosing them in a quill, which was then fastened under one of the larger feathers of the pigeon's wing. By this means not only was the loss of the despatches avoided, but they were also protected from partial destruction or obliteration by the weather.

The fortress of Kara, the siege of which is likely to form an interesting episode in the present campaign, as it has in former wars between Russia and Turkey, is situated in a bend of the river of the same name. Before the Russians evacuated the place in 1855 they blew up and demolished the greater part of the existing fortifications. The ruins of the works have since been repaired, however, and several entirely new forts have been constructed. The fortress in its present state consists of a bastioned enceinte, traced upon an irregular quadrilateral. This again is enclosed by a grille of detached works, three of which are large forts, the others smaller redoubts having reciprocal flanking defence. Of the outlying forts the strongest, both by reason of its commanding position and also of the care bestowed upon its construction, is Fort Arkanish, situated upon the Ak-Dagh, a height which rises up on the north-west of the town to a height of about 250 feet, completely overlooking all the ground in front of it. The work itself is a pentagonal bastioned fort, well provided with bomb-proof magazines and secure accommodation for its garrison. On the Kara-Dagh, a range of heights which surrounds the town on the east and south, are the Tabia and Madschar forts, both works of considerable strength. Among the armament of the fortress are many guns of large calibre and modern construction, provided by the care of the late Turkish Minister of War, Hussein Avni Pasha, who justly regarded Kara as the most formidable obstacle to an advance of the Russians into the Asiatic possessions of the Porte.

## Quotations.

HONGKONG, July 10, 1877.  
OPIUM.—New Patna, cash, \$562 1/2 credit,  
" Old Patna, cash, 560 credit,  
" New Benares, cash, 547 1/2 credit,  
" Old Benares, cash, 550 credit,  
" New Malwa, cash, 575 credit, 580  
" Allowance Tael, 32 a 48  
" Old Malwa, cash, 595 credit, 600  
" Allowance Tael, 48 a 64  
CAMPHOR, ... .. 19.00  
QUICKSILVER, ... .. 32.50 a 63.50  
SALTPETRE, ... .. 7.10 a 7.75

## Exchange.

Bank, on demand, ... .. 4/1  
" 30 days sight, ... .. 4/04  
" 6 months sight, ... .. 4/03  
Orcilla, ... .. 4/1  
Documentary, 6 months sight, ... 4/14  
Bombay, demand Rupees, ... 231  
Calcutta, ... .. 231  
Shanghai, demand, ... .. 7 1/2  
" 30 days, ... .. 7 1/2  
Bar Silver, 17 dwts. 3, ... 8 prem.  
Mexican, ... .. 1 1/2  
Gold Leaf, ... .. 26.50  
English Sovereigns, ... .. 4.06  
Australian Sovereigns, ... .. 4.06  
Discount, ... .. 9 a 10

## Shares.

Hongkong Bank, 38 1/2 prem.  
Union Ins. Society of Canton, \$775  
China Trading Ins. Co., \$2,700  
Chinese Insurance Co., \$245  
Yangtze Ins. Association, Tls. 788  
H.K. Fire Ins. Co., \$580  
China Fire Ins. Co., \$150  
H.K. & W. Dock Co., 27 1/2 dis.  
H.K. O. & M. S. Boat Co., 1/2 dis.  
Shanghai Steam Navigation, Tls. 28 1/2  
Hongkong Gas Co., \$78  
Chinese Imperial Loan, \$108

## Temperature.

(Taken at Messrs. Talcott & Co.'s Premises, Queen's Road.)

## HONGKONG, July 10, 1877.

BAROMETER.—9 A.M. ... 29.890  
Do. 1 P.M. ... 29.854  
Do. 4 P.M. ... 29.804  
THERMOMETER.—9 A.M. ... 87 1/2  
Do. 1 P.M. ... 88  
Do. 4 P.M. ... 88  
Do. (Wet bulb) 9 A.M. ... 81  
Do. Do. 1 P.M. ... 81 1/2  
Do. Do. 4 P.M. ... 81  
Do. Maximum over night ... 89  
Do. Minimum over night ... 83



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Noon.

For further Particulars, apply to  
A. LIND, Superintendent,  
Hongkong, July 2, 1877. jy14

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Connection is made at Yokohama, with  
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Freight will be received on Board until  
4 p.m. of the 16th July. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day: all Parcel Packages  
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For further information as to Freight  
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G. B. EMORY, Agent.  
Hongkong, July 5, 1877. jy17

### Intimations.

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Hongkong, July 13, 1876.

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Short Notices of New Books and Literary  
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NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profits  
are distributed annually to Contributors,  
whether Shareholders or not, in proportion  
to the net amount of Premiums contributed  
by each, the remaining third being carried  
to Reserve Fund.

OLYPHANT & Co.,  
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE  
COMPANY.

THE Underigned are prepared to grant  
Policies against Fire to the extent of  
£45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,  
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER  
of

His Majesty King George The First,  
A. D. 1720.

THE Underigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows—

Marine Department.

Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding  
\$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,  
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE  
COMPANY.

THE Underigned Agents are in posses-  
sion of instructions from the Board of  
Directors authorizing them to issue Policies  
to the extent of £10,000 on any one first  
class risk, or to the extent of £15,000 on  
adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE  
COMPANY OF MANCHESTER  
AND LONDON.

THE Underigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

### Insurances.

NOTICE.

LONDON & ORIENTAL STEAM  
TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has  
This Day been transferred to THE  
MARINE INSURANCE CO., of 20, Old  
Broad Street, London.

By Order of the Proprietors,  
WILLIAM HUNT,  
Secretary.

137, Leadenhall Street,  
LONDON,  
1st January, 1877.

THE MARINE INSURANCE CO.  
20, Old Broad Street,  
LONDON,  
1st January, 1877.

ESTABLISHED 1836.  
CAPITAL.....£1,000,000 STERLING.  
RESERVE FUND.....£340,000

WITH Reference to the foregoing Adver-  
tisement THE MARINE INSURANCE  
CO. has This Day taken over the  
Business of the LONDON & ORIENTAL  
STEAM TRANSIT CO., and has Appointed  
Mr A. MEIVER as its AGENT in Hong-  
kong.

By Order of the Board of Directors,  
ROBERT J. LODGE,  
Manager.

THE Underigned is prepared to Accept  
Risks and issue Policies on behalf of the  
MARINE INSURANCE CO. by any First Class  
Steamer.

A. MEIVER,  
Agent of the Marine Insurance Co. of  
London.  
Hongkong, February 16, 1877. au17

HAMBURG-MAGDEBURG FIRE IN-  
SURANCE CO. OF HAMBURG.

THIS Company is now Prepared to  
Issue Policies against LOSS or  
DAMAGE by FIRE at Current Rates.  
Every Risk taken by this Company is  
participated in by Three of the largest  
German Fire Insurance Companies, re-  
presenting an aggregate Capital and Surplus  
of over SIXTY MILLION MARKS,  
equal to FIFTY MILLION DOLLARS,  
thus enabling this Company to accept large  
lines.

SANDER & Co.,  
Agents.  
Hongkong, June 26, 1877. ac26

THE ON TAI INSURANCE COM-  
PANY, LIMITED.

CAPITAL TAKES 400,000, EQUAL TO  
\$555,555.50.

Directors.  
LEE SING, of the Lai Hing Firm.  
CHAM SHUNG LAI, of the Lai Yuen Firm.  
WONG YIK FUN, of the Chun Cheong Wing  
Firm.  
LEE YEE, of the Yee On Firm.  
FONG SOY FUN, of the Tung Sang Wo  
Firm.  
WONG PAK CHEONG, of the San Tye Lee  
Firm.  
PUN FONG, of the Wy Sing Firm.

Manager—HO AMEL.

MARINE RISKS on Goods, etc., taken  
at CURRENT RATES to AUSTRALIA,  
CALIFORNIA, MANILA, SINGAPORE, SAIGON,  
PENANG, and to all the TREATY PORTS OF  
China and Japan.

HEAD OFFICE, 48, Bonham Strand.  
Hongkong, June 1, 1877.

### To Let.

THE Dwelling House and Office No. 1  
D'Aguilar Street, lately in the occupa-  
tion of Messrs DOUGLAS LAPRAIK & Co.  
The Dwelling House No. 1, Alexandra  
Terrace.

The Dwelling House No. 6, Gough Street.  
The Dwelling House No. 10, Gough  
Street. Possession from 1st August next.

The Bungalow No. 8, Shelley Street.  
The Bungalow No. 6, Old Bally Street.  
Possession from 1st September next.

Apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, July 9, 1877.

### To Let.

HOUSE Nos. 8 and 9, Seymour Terrace,  
House No. 10, Albany Road, lately  
occupied by the Rev. R. H. KEMP.  
"Bismarck Villa," Pok-fool-lun, Furnished.

DAVID SASSOON, SONS & Co.  
Hongkong, February 15, 1877.

### To Let.

With Immediate Possession.  
THE Upper Part of No. 62, PRAYA,  
either for OFFICES or GODOWS.

Apply to  
ROBERT MORE.  
Hongkong, July 8, 1877. au1

### To Be Let.

THE Premises No. 88, Queen's Road,  
late in the occupation of THE BORNEO  
COMPANY, LIMITED.

Apply to  
TURNER & Co.  
Hongkong, May 10, 1877.

### Now Ready.

BUDDHISM, IN HISTORY, THEORY AND  
POPULAR RELIGION, in three Lectures.  
By Dr. E. J. HERR. Second Edition. One  
Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane,  
Crawford & Co.

Hongkong, July 31, 1877.

### Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the  
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>						
Ambato	Brit. str.	973	July 10	A. Mc G. Heaton		
Arratoon Apcar	Brit. str.	1392	July 10	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	14th, 3 p.m.
Atalanta	Ger. str.	783	July 10	Stemmen & Co.	Shanghai, &c.	To-day
Elgin	Brit. str.	900	July 10	Jardine, Matheson & Co.		
Emu	Span. str.	222	June 3	Remedios & Co.		MoD's Slip
Formtower	Brit. str.	700	July 4	Chinese		
Flintshire	Brit. str.	1243	July 7	A. Mc G. Heaton		
Glamis Castle	Brit. str.	1688	July 7	Adamson, Bell & Co.		
Lorne	Brit. str.	1084	July 7	Jardine, Matheson & Co.	Yokohama & Higo	To-day
Lotus	Brit. str.	1407	July 3	David Sassoon, Sons & Co.	Yokohama	14th inst.
Macgregor	Brit. str.	1408	July 1	Gilman & Co.	Foochow	Coast Dock
Mecca	Brit. str.	687	July 8	Hop Kes & Co.		
McNabb	Brit. str.	971	July 8	Jardine, Matheson & Co.		
Meow	Feb. str.	2125	July 8	Messageries Maritimes	Foochow	To-day
Polho	Brit. str.	820	May 29	Ah Yon	Shanghai	To-day
Thales	Brit. str.	1271	July 3	Jardine, Matheson & Co.	Shanghai	To-morrow
Venice	Brit. str.	384	June 4	Hok Moh Leong	S'pore, Calcutta, &c.	14th, 3 p.m.
W. Coros de Vries	Brit. str.	285	July 7	Landstein & Co.		
Wash	Brit. str.	783	June 28	Stemmen & Co.		
Yangtze	Brit. str.	559	July 7	Douglas Lapraik & Co.	Holhow	at daylight
Yesso	Brit. str.				Coast Ports	K'loong Dock

Sailing Vessels						
A. S. Davis	7 c Ford	Amer. sh.	1399	June 19	Douglas Lapraik & Co.	
Adela	8 c Battie	Brit. bge.	352	July 6	Edward Schellhaas & Co.	
Alina	8 c Gullbert	Brit. bge.	300	July 6	Jardine, Matheson & Co.	
Alphington	8 c Cunningham	Brit. bge.	828	July 8	Wiel & Co.	
Angustura	8 c Boysen	Ger. bge.	418	July 7	Carlowitz & Co.	
Annie Lorway	8 c Gales	Brit. bge.	752	July 10	Order	
Annie S. Hall	8 c Nelson	Amer. sh. sc.	455	July 6	Douglas Lapraik & Co.	